

CLASSIFICATION SECRET/SECURITY INFORMATION

CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT

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USSR/Austria

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PLACE  
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(LISTED BELOW)  
(A) 2 pages, (B), (C), (D), (E)  
25X1DATE  
ACQUIREDSUPPLEMENT TO  
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DATE OF INFO

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USAF review completed

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procedures  
followed in obtaining replacement of aircraft parts for the air-  
craft. the procedure followed  
for obtaining food supplies, the regimental sergeant major  
(starshina polka) consolidated total personnel strength (daily)  
from all subordinate units. In preparing the consolidated strength  
report, he obtained the signature of either the regimental  
commanding officer, his chief of staff, or their deputies  
(zamestitel), and forwarded this document (zayavka) to the Chief  
of Personnel Office at 240th ATB (Nachal'nik Stroevo Otdela),  
who was responsible for obtaining all supplies from either ATD  
or QM warehouses, channeling requisitions through appropriate  
supply offices (food and clothing through VVS QM Sections)  
(Prodovol'stvennyy Otdel or Veshchevoy Otdel), or through  
technical channels (teknicheskii otdel) in cases of technical  
supplies. All supplies arrived at ATB accompanied by a  
voucher, or shipping ticket (nakladnoy list). normally Tech Sklad of 240th ATB had on hand the following:

- (a) Five to six wing sections (ploskosti) for PE-2 type aircraft.
- (b) One to three assembled engines - type: VK 105PF.
- (c) One to three engine blocks.

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(d) One to two propellers.

(e) Twenty-five to 30 mounted landing wheels, and various unknown amounts of engine and aircraft accessories such as: generators, dynamos, carburetors, fuel and oil lines, etc. [redacted] normal fuel supplies stored at the 240th ATB fuel dump (sklad GSM) amount to 100 thousand kgs. [redacted]

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[redacted] the procedures and channels for obtaining all classes of supplies are similar. Late in 1950 the units of the 59th Air Army became independent in food supply from the Central Group of Soviet Forces in Austria (TzGvtzentral'naya Grupa Voisk). The food supply section of 59th AA (prodovol'stvennyy otdel) took over that function. Consequently, the quality and quantity of food served at VVS messes became much lower, causing dissatisfaction among the airmen. All technical supply came through technical supply channels of VVS, beginning with requisitions initiated by the aircraft engineering officer (technik samoleta), [redacted] or by the individual through the senior squadron engineering officer (starshiy tekhnik eskadriliy). This man controlled and was responsible for aircraft maintenance. He drew technical supplies from technical warehouse of ATB (Tekh Sklad) through normal ATB - ATD channels and the Technical Equipment Section of Headquarters 59th Air Army (Otdel Tekhnicheskogo Snabzheniya), and the Technical Administration of all Soviet Air Forces in Moscow (Tekhnicheskoe Upravleniye VVS - Moskva).

What is the relationship between the regimental engineering officer and the commander of the PARM 1 (Mobile Aviation Repair Shops)? To whom is the commander of PARM 1 administratively and operationally responsible?

The regimental engineering officer (starshiy inzhener polka) exercised no direct authority over the commanding officer of PARM 1, but the commanding officer of PARM 1 was operationally subordinated to the engineering officer, insofar as maintenance work (sheet metals, welding, tube bending etc), on the regiment's aircraft was concerned. [redacted]

[redacted] the Commanding Officer of the 748th Bomber Regiment was the commanding officer of all subordinate units at the Air Base, since he was known as the air base commander (komandir bazy).

The communication unit of 240th ATB (rota svyazi) was administratively responsible to the Commanding Officer 240th ATB, and operationally responsible to the Chief of Communications of the 748th Guards Bomber Aviation Regiment. [redacted] In technical matters the commanding officer of the communication company was subordinate and dependent to the officer in charge of the communication company of ATD (also called rota svyazi), for equipment (radios, tubes, wire, spare parts etc) replacement parts, maintenance directives, and personnel training. [redacted] the office in charge of the communication company of ATD was subordinate to the chief of communications section (nachal'nik otdela svyazi) of the 59th Air Army.

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the following motor vehicles [redacted] at  
Zwoelfaxing Airfield /4805N-1630E/ [redacted] which belonged to the  
transportation company of 240th ATB (Avto Rota):

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- (a) One or two half-trucks (Tyagach) used for towing of aircraft, and with special attachments used as snow plows and earth moving (no information on type, nomenclature and details).
- (b) Two to four general purpose trucks [redacted] either of the ZIS-5 or ZIS-6 types. These trucks normally were used to haul supplies at the Base to and from ATB, ATD and PARM I, PARM II, and to haul personnel, supplies and maintenance equipment during maneuvers and field problems. 25X1  
25X1
- (c) Six BZ (Benzino-Zappravshchik) refueling trucks. [redacted] the capacity was three thousand kg. These trucks were mounted on chassis similar to ZIS-5 or ZIS-6 type trucks and were painted white. 25X1  
25X1
- (d) Four VMZ (Vodo Maslo Zappravshchik) water and oil trucks. [redacted] a sketch of the vehicle) -- (See Enclosure (A)). 25X1
- (e) Two auxiliary aircraft engine starters (starter). These vehicles were mechanical starters used on aircraft engines which were difficult to start. This starting equipment was mounted on GAZ-type chassis. Through mechanical coupling (khrapovik), the end of the rotating metal shaft of the "starter" mechanically turned the aircraft engine ([redacted]). This equipment was used after all attempts of aircraft compressed air starter and auxiliary compressed air starter failed to start the engine. [redacted] a sketch of it (See Enclosure (B)). This starter was quite effective. 25X1  
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- (f) One auto-bus, painted blue, mounted on ZIS chassis which had a seating capacity of 25-30.
- (g) Two German-made sedans; one assigned to the commanding officer of the 748th Air Bomber Regiment, the other to the commanding officer of the 240th ATB.
- (h) Two radio trucks (startovaya radio stantsia). [redacted] ILLEGIB
- (i) One radio truck (privodnaya radio stantsia).
- (j) One ambulance (avtobus skoroy romoshchi or sanitarnaya mashina). [redacted] Note: MP of Frankfurt Municipal Sub-Post are utilizing wartime ambulances as MP station wagons. This ambulance was painted green with a red cross. 25X1
- (k) Three fire brigade (pozharnaya komanda) vehicles. In appearance they resemble BZ trucks (ZIS chassis) but were painted red. Normally two trucks were parked near the aircraft (stoyanka) and one along the runway. [redacted] these trucks used only water. Hand chemical fire extinguishers were available near aircraft in the parking area. This equipment was used by mechanics to extinguish small aircraft fires, backfiring engines, electrical and spontaneous combustion fires. 25X1

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All motor vehicles assigned to 748th Air Bomber Regiment were maintained and operated by Transportation Company of ATB (AVTO-ROTA).

The garage of AVTO-ROTA, with assistance of personnel and equipment at PARM 1, was responsible and did all routine and major maintenance on all motor vehicles, including complete motor overhauls (AVTO-ROTA) and body and chassis repairs (PARM 1). Only in cases of total loss, due to fire or collision, were the vehicles salvaged.

the "Chief Engineer" as the "Glavnyi Inzhener Divizii" head of Aircraft Maintenance and Technical Supply of Hqs 164th Guards Bomber Division (Materialnyy Otdel 164oy Divizii). This person acted as the president of inspection commission (tech-osmotr). A staff of Glavnyi Inzhener Divizii consisted of a number of division engineering officers headed by:

- (a) Divisional engineering officer for exploitation (inzhener divizii, po exploatatsii),
- (b) Divisional engineering officer for electronics (inzhener divizii po elektpo-spets-oborudovaniyu),
- (c) Divisional armament officer (inzhener divizii po vooruzheniyu) and possibly several more field grade inzhener's.

Note: The entire technical officer personnel of VVS belonged to ATS (Aviatsionnaya Technicheskay Sluzhsa - Aviation Technical Service). All technical junior (company grade) officers were called "technik", and they were either former "mekhanics" (enlisted NCO's, given direct commissions in ATS) or graduates of officer technical schools. In order to receive the title of inzhener, the technik must either be elevated to occupy the post of regimental engineering officer (inzhener polka), or attend and graduate from a technical academy of VVS. All Division Engineering Officers were subordinate to Glavnyi Inzhener Divizii in operational matters. The term Glavni Inzhener applied only to senior engineering officers of the Air Division, Air Army, and VVS Moscow.

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It was a "must" to have aircraft and operations of one regiment inspected twice a year by divisional technical inspectors (divizionnyi tech-osmotr). Such inspections usually took place after completion of the winter cycle of training (in March or April) and after the summer cycle of training and fall maneuvers (October - November). Such inspections were supervised by division engineer officers with the assistance of several senior engineer officers of other bomber regiments of the same division. The following procedure was observed: First the commission inspected the regimental hqs inspecting staff functions, examined technical records, supply warehouses, PARM, technical service installations, and selected at random, from operational and maintenance records (formulyar) two or three aircraft. Approximately 30 minutes were given to the aircraft engineering officer (tekhnik samoleta) and his crew (mekhanic, motorist, radist and oruzheynik - mechanic, engineer specialist, radio operator and gunner) to prepare the aircraft for inspection. All inspection plates were removed and the divisional engineer and regimental engineering officers inspected very thoroughly the conditions and operations of their respective parts, rating the defects as they inspected. From their consolidated reports the combat preparedness of the regiment was determined. The following are other inspection commissions which inspected my regiment during my tour of duty at Zwelfaxing Airfield:

(a) The regimental inspection commission consisted of:

- (1) The senior regimental engineering officer (starshiy inzhener polka),
- (2) The regimental engineering officer for electronics (inzhener polka po elektro-spetz oborudovaniyu),
- (3) The regimental armanent officer (inzhener polka po vooruzheniyu) assisted by technical officers of other squadrons.

This commission inspected without advance warning two to three aircraft of each squadron, approximately once every two months. Aircraft were always selected at random.

(b) The 59th Air Army Technical Inspection Commission: This inspection commission was under the personal supervision of the chief air army engineering officer (glavnyy inzhener 59oy vozdushnoy armii) and members of his technical staff, the army engineer officer for electronics (inzhener armii po elektro-spets-oborudovaniyu) the army armanent engineer officer (inzhener of other bomber division and/or regiments. The same procedure as above was followed). Such commissions inspected the 748th Grand Bomber Regiment only once a year.

(c) During the Summer of 1949 or 1950 an inspection commission of VVS-Moscow (tekhnicheskoe upravlenie VVS) visited Zwelfaxing Airfield. This commission was headed by a General of ATS [redacted] and consisted of high officials in the technical administration of VVS (tekhnabotnikov). This commission inspected [redacted] to determine the combat readiness and material of the 59th Air Army.

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Regimental aircraft mechanics (mekhaniki i motoristy) performed all routing adjustments, replacements and/or repairs of entire aircraft, engine, instruments, and accessories, mounting of casings, and replacement of worn out tires, tubes and landing wheels, replacement of defective pistons, connecting rods, valves, valve guides, springs; complete overhaul of carburetor, timing of engines, replacement of engine blocks

engine change, minor repairs of fuel and oil tanks and lines. Mechanics also did wing changes, and replacement of such empennage structural members as elevators, rudder, etc. Electrical specialists did all minor repairs and adjustments of generators, dynamos, magnetos, batteries, and electrical wiring equipment. Radiomen checked entire communication and electronic equipment (if applicable), tested and replaced tubes, condensers, antennae, wiring circuits etc. Armament specialist cleaned and maintained aircraft cannons, machine guns and bomb release mechanisms.

PARM 1 - Personnel of PARM 1 did all sheetmetal and fabric work on aircraft, minor welding work on aircraft and motor vehicles (transport) of the regiment, bent aluminum tubing, prepared fuel, oil, water rubber lines (couplings, connections, etc), prepared flexible steel wire supported fuel, oil lines (petroflex). Machinists of PARM 1 were trained for, and locally manufactured, aircraft bolts, nuts, accessories, mountings, and with the assistance of mechanics and line specialists, overhauled and repaired accessories salvaged from condemned aircraft (detail i aggregaty).

PARM 4 -

Once a year a team of painters from PARM 4 painted all aircraft, and once a year another team visited Zwoelfaxing airfield and inspected all aircraft for fuselage and wing riveting, and corrected and repaired all defects found.

evacuation system for aircraft and wounded personnel

(a) Aircraft Evacuation - aircraft that had minor damages which could not be repaired locally, were flown to PARM 2 for major overhauls and repairs. Aircraft that were unable to fly were towed to PARM 1, using either half-track (tvagach) or one of ZIS-general purpose trucks. damaged aircraft were shipped to an unknown repair installation on flat railroad cars. In such cases, the engine was packed, armament, radio equipment and wings were removed and they were packed and shipped on the same flat car.

(b) Personnel Evacuation - normally, seriously ill and wounded personnel were evacuated to larger VVS hospitals by ambulance. In emergency cases they were flown to hospitals in Sanitarnyy by PO-2 aircraft flown in from Headquarters 164th Bomb Division, or 59th Air Army.

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- (a) According to VVS (SAF) regulations, each aircraft delivered to VVS by the manufacturer was supplied with full complement of hand tools necessary for maintenance of aircraft. the following list of hand tools for the aircraft (UPE-2):

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- (1) Set of double open end wrenches (otkrytye kluchi) in the following sizes: 5/7; 7/9; 9/11; 11/12; 14/17; 17/19; 19/22; 22/24; and 27/32 mm.
- (2) Set of box-end wrenches (nabor zvezdochek), sizes: 5/7 mm; 7/9; 9/11; 11/12; 12/14; 14/17; 17/19; 19/22; 22/24; and 27/32 mm.
- (3) Universal joint, sparkplug wrenches (svechnoy sharnirnyy klyuchi) 19 and 22 mm.
- (4) Two or three screw drivers (otvertki).
- (5) Two pair of pliers (ploskogubtsi).
- (6) Set of Allen wrenches (shestigranniki) from five to 14 mm.
- (7) Hack-saw with set of metal cutting, and wood cutting blades (nozhevka s naborom poloten).
- (8) Cutting pliers (diagonals)(kusaohki).
- (9) Set of small screw drivers.
- (10) Two machinist hammers (molotki) - one 200 gr and the other 500 gr.
- (11) Several files (napil'niki).
- (12) Several large open-end wrenches used to tighten couplings, nuts and connections of fuel, oil, and water lines (gatrirovanaya trubka and/or petroflex) in sizes of 26/41 mm; 41/46, and 50/55 mm.
- (13) Sparkplug lead nut wrench (ugol'nik dlya svechey).
- (14) Socket-tee wrenches in sizes: 7 mm, 9, 11, 12, 14, and 17 mm.
- (15) Special wrench (Allen type) for adjustment of R-7 propeller governor.
- (16) Set of spanner wrenches (skobki) used for valve adjustment.
- (17) Hand drill with set of drill-bits. One set should have several sizes from 1 mm to 5 mm but very few mechanics have them and no replacements were available for broken drills.
- (18) Pair of metal shears (nozhnitsy).
- (19) Pair of ordinary scissors (for fabric).

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- (20) Set of small chisels (zubilo).
- (21) Set of punches (probonik).
- (22) Oil can (maslenka).
- (23) Adjustable wrench (shvedskiy klyuch) from 25 mm to 2.5 cm.
- (24) Pipe wrench (gazovoy klyuch).
- (25) "Battery" pliers (gazovye ploskogubtsi).
- (26) A drop cord (perenosnaya lampochka) takes place of flash light for lengthy work in darkness.
- (27) Hand vise (tiski).
- (28) Wooden malet.
- (29) Copper hammer 250-300 gr.

- (b) In the Squadron tool shed (kapterka) were kept special tools for the removal of propellers (klyuchi vinta); tools for removing tires from wheels (opravka); heaters for aircraft engines APL-I (aviatsionnaya podogrevatel'nay lampa) See Enclosure (C) and a heater which was used to preheat aircraft engines prior to cold weather starting. Besides the APL-I heater, there was another type called Katalitichskaya Pech.

Two large aircraft jacks (pod'emnik tsentroplana), a wing jack (a pad located between engine and fuselage) See Enclosure (b), and one tail jack See Enclosure (E) were also there.

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- (c) Hand tools kept in the aircraft tool-box at all times included the following:

- (1) Set of pen end, box-end, adjustable wrenches. Only general sizes were carried.
- (2) Screw drivers.
- (3) Pliers (ploskogubtsy).
- (4) Safety wire.
- (5) Cutting pliers (kusachki).
- (6) Cotter pins (shplinty).
- (7) Several spare bolts and nuts.
- (8) Spare gamets (prokladki).

- (d) To accomplish its mission PARM 1 was equipped with the following machine tools:

- (1) One to two drill presses (sverlil'nyy stanok).
- (2) One metal lathe (tokarnyy stanok po metalu).
- (3) One wood lathe (tokarnyy stanok po derevu).
- (4) One QM aluminum tube bending machine (obzhimatel'nyy stanok) 1½ m long and 1½ m high and one m wide.

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- (5) One mechanical sheet metal shears one m long and five to 10 cm wide.
- (6) Acetylene welding equipment.
- (7) Arc welding equipment.

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Inspection alone took one to two days. If engine change was included or replacement of defective accessories became necessary, it took several days to complete. Most of the time was spent waiting for replacement parts.

The squadron's tool supply shack was not supposed to have any excess of replacement parts, but [redacted] engineering officer (tekhnik eskadrilii), on his own initiative, often stocked needed replacement parts and accessories, while they were available at ATB technical warehouse. This practice was universally employed in SAF.

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[redacted] the squadron navigator was a "good" Party member and was assigned the additional duty of political officer (politruk). As deputy squadron commanding officer in political matters (zamestitel) all navigators (shturmans) must be graduated from an officer's navigational school (shturmanskoe uchilishche).

The squadron communications officer was mainly responsible for supervision over communication personnel and the training of rotated officers and airmen (tekhnics radist strelok), compliance with training directives for communication personnel, etc. The squadron technical officer for electronic equipment (tekhnik eskadrilii po elektro spets oborudovaniyu) and the squadron technical officer for radio (tekhnik po radio) were responsible for the technical aspects of communications.

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The flight leader is principally responsible for combat readiness of his flight and leads the flight only in cases when the flight flew by itself (polet svenom); for squadron formation flying the squadron commander took over as commander of the first flight, and the flight commander flew on his right wing (vedomy). Only in cases when the squadron commander became a casualty (shot down, heavy damage) did the flight commander assume command of the formation.

The commanding officer of ATB (komandir at batal'iona) was administratively subordinate to the regimental commander and the base commander, in cases of base alert, outbreak of hostilities, mutiny, etc. Operationally he was responsible to the regimental commander in supplying the entire garrison with food, clothing, transportation, and technical supplies.

All personnel of ATB were members of VVS with exception of Finance and Medical, who were on DS to VVS from Ground Forces, wear Ground Force's uniforms and serve three year tours.

all supply officers and NCO's could successfully perform similar duties in any branch of the Soviet Armed Forces.

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at Vasil'kov only 12 to 15 students failed to graduate. In most cases these men did not have sufficient educational background or mechanical aptitude to master the course. A very small number (three or four men) were dismissed for disciplinary reasons, and all wash-outs were transferred to the ground forces (Infantry). These students who failed to pass graduation examinations for mechanic were nevertheless, graduated, but did not receive the title of "mekhanic", and were given the rating of "motorist" (engine specialist) a lower rating than "mekhanic". Only one or two students failed to receive "mekhanic" ratings

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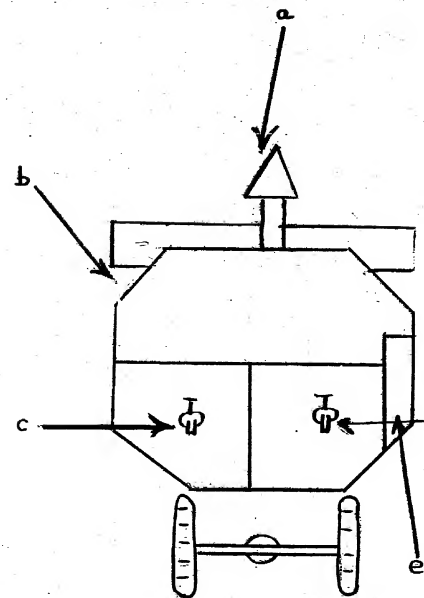
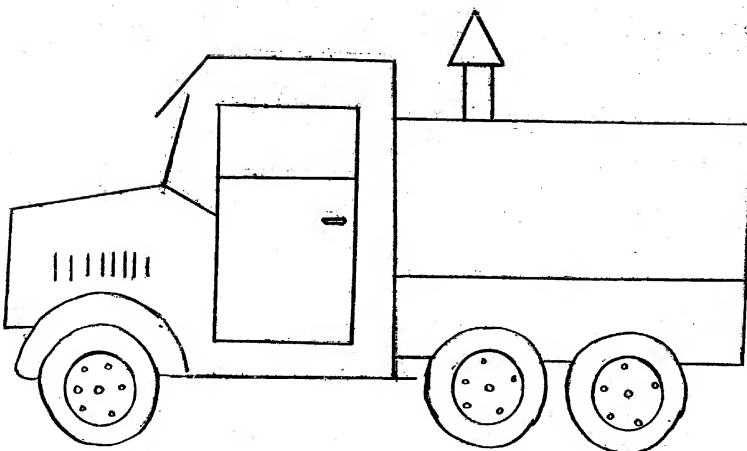
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Enclosures: (A) Sketch of VMZ Truck  
(B) Sketch of Aircraft Engine "Starter"  
(C) Sketch of Aircraft Engine Heater  
(D) Sketch of Wing Jack  
(E) Sketch of Tail Jack

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Sketch of the VMZ Truck  
Special Activities Section 7050th Air Intel SV Wing

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ENCLOSURE (A)  
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ENCLOSURE (A) (Cont'd)

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Description of VMZ Truck

The body of this vehicle is internally divided into two section, left part carrying engine oil (specification unknown) and the right part water. The entire unit could be preheated by means of a wood-firing stove, fired from the right side of the vehicle. This type of vehicle was painted green. The left faucet delivers oil and the right one water. A prominent smoke stack is the only distinguishing feature between BZ and VMZ trucks.

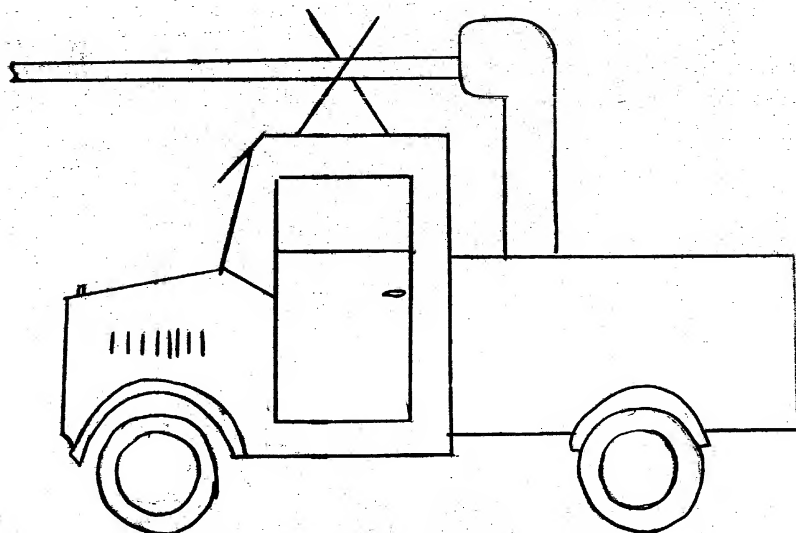
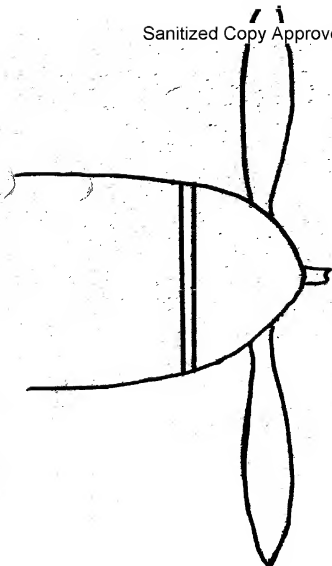
Legend

- a. Smoke stack (dymovaya truba)
- b. Oil and water tanks (vodo-maslo-bak)
- c. Oil faucet
- d. Water faucet
- e. Heater unit access door (pech).

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Sketch of  
Aircraft Engine "Starter"



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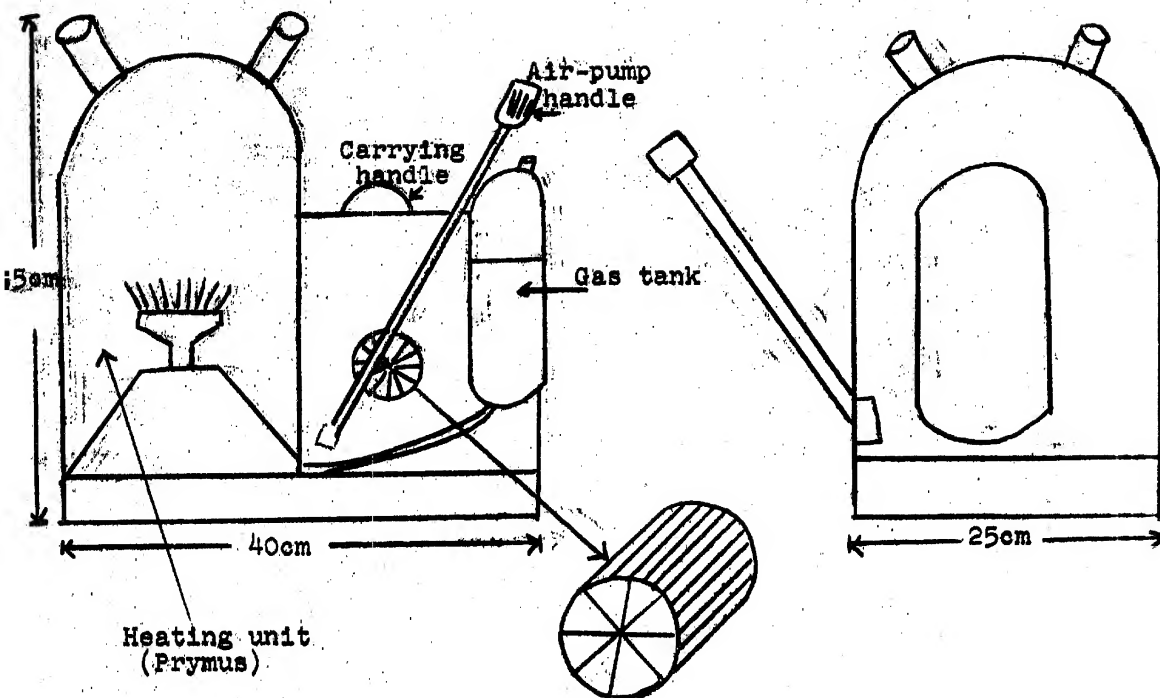
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ENCLOSURE (C)

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Sketch of an Aircraft Engine Heater

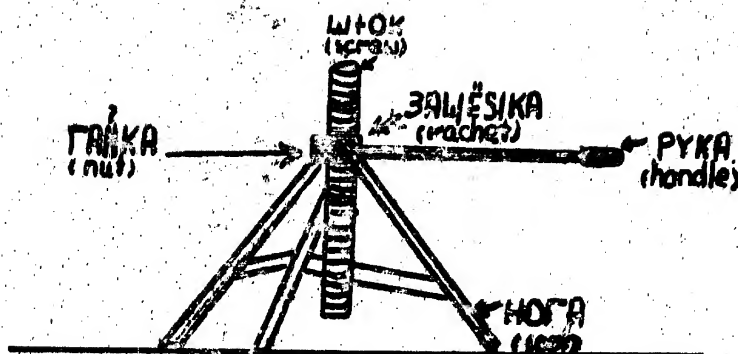
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ENCLOSURE (D)

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ПОД'Є"МНИК  
WING JACK

Height - 1.50-1.60 m  
Weight - 40-45 kg  
The length of screw - 1m 20-25 cm  
Span of tripod - 1m-1m 10 cm

Sketch of a Wing Jack

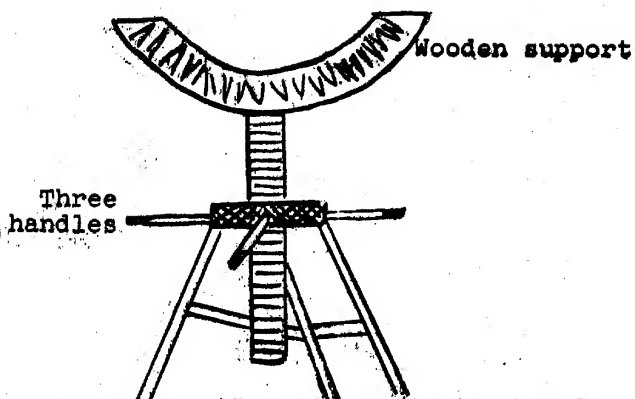
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ENCLOSURE (E)

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ХВОСТОВОЙ ПОР'ЄМНИК  
TAIL JACK

Height - 30-40 cm

Weight - 6-7 kg

The length of screw - 35-40 cm

Span of tripod - 25-30 cm

Sketch  
of the Tail Jack

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